



Central City North Community Plan

The Central City North Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps.

The policies and programs in this Plan are intended to provide direction and a course of future action for the City and its Departments. The Plan is not intended to mandate the City or its various Departments to commence any new programs which may require the expenditure of man hours or funds, Any such actions called for in this Plan requiring additional funding must be brought to the Council through the budgetary process.

PURPOSES

USE OF THE PLAN

- 1. The General Plan, as adopted by the City Council, is the guide to the intended future development of the City of Los Angeles.
- 2. The Concept and Citywide Plan portions of the General Plan set forth general policies, including the broad patterns of the Land Use, Circulation, and Service Systems Elements of the General Plan, on a long range and intermediate range basis, respectively.
- 3. This Plan supplements the Citywide Plan by providing more specific policies and more detailed patterns of intended development for this geographical area which are impractical to include in the Citywide Plan because of its broader scope.
- 4. For the Mayor, the City Council, and the City Planning Commission; the various City departments; and other governmental agencies and jurisdictions, this Plan provides a reference to be used in connection with their actions on various City development matters as required by law.
- 5. For residents, property owners, and businessmen of Central City North and for private organizations concerned with civic betterment, the Plan provides a reference for the planning and implementation of private and civic improvements.
- 6. The "Programs" section of this Plan provides a general reference to its implementation and to the preparation of the various more detailed studies and reports necessary to the implementation of the various components of the Plan.
- 7. This Plan is not an official zone map and does not imply any right to a particular zone for any specific property. Changes of zone are considered under a procedure established under the Los Angeles Municipal Code subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan.

- 8. This Plan shows land uses projected as much as 20 years into the future. Some of the designated land uses may not be needed for many years. Zoning to accommodate such land uses should be established only at such time as public necessity, convenience. general welfare and good zoning practice require.
- 9. This Plan is subject to review and amendment, in a manner prescribed by law, to reflect changes in circumstance.

OBJECTIVES OF THE PLAN

- 1. To coordinate the development of Central City North with that of Central City, other parts of the City of Los Angeles, and the metropolitan area.
- 2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities reguired to accommodate population and activities projected to the
- 3. To make provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the Community, maximizing the opportunity for individual choice.
- 4. To encourage the preservation and enhancement of the varied and distinctive character of the Community and its landmarks.
- 5. To promote economic well-being and public convenience through:
- a. allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on sound planning principles and standards.
- b. designating land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
- c. reinforcing viable functions and facilitating the renewal or rehabilitation of deteriorated and under-utilized areas.
- 6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
- 7. To encourage a balanced circulation system coordinated with planned land uses and densities and that can accommodate anticipated travel demands.

- 8. To strongly encourage open space for recreational uses, and to promote the preservation of views, natural character and topography of the Community for the enjoyment of both local residents

 • Providing access to and mobility within the community. and persons throughout the Los Angeles region.
- 9. To establish an atmosphere of cooperation and participation among businesses, citizen groups and public agencies in the implementation of the Plan.
- 10. To provide local job opportunities for inner-city residents.
- 11. To upgrade and stabilize existing industrial uses.
- 12. To provide opportunities for industrial firms to locate their operations in an attractive, safe and economically sound environment, and convenient to transportation facilities.

POLICIES

This Plan for the Central City North Community is a part of the Los Angeles General Plan, which proposes a series of major Centers having high density residential and commercial uses at locations throughout the City connected by a transit system and separated by Low density residential development and open spaces.

Many of the features of the Plan may be dependent on the relocation of rail lines in the area; there is, therefore, a need to determine the feasibility of relocating these lines; this should be done in conjunction with the Specific Plan Studies proposed in the Plan.

- 1. Central City North is intended to be a community closely tied to Central City, yet maintaining its unique character. The following functions are emphasized:
- · A major specialized shopping and entertainment area serving the region;
- The focal social, cultural and religious community for the region's Chinese population:
- · A compact residential area;
- An important industrial area that produces a variety of goods and services while employing metropolitan residents;
- · A primary location for City and County services facilities;
- · A primary freight and passenger railroad operations area.
- 2. Within the framework of an overall design, this Plan proposes achievement of its goals and objectives by:
- · Stabilizing the various functional areas by correcting the negative influences of deteriorating development and under-utilization of land:
- · Establishing a viable land use mix, including amenities compatible with residential, commercial and industrial uses;

- Encouraging excellence in urban design;
- 3. This section highlights proposed changes in each of the seven neighborhoods or areas identified during preparation of the Plan as differing in general land use and function. The Neighborhood Map indicates the location of each of the areas. (See map on page 5.) Major proposals for the neighborhoods are as follows:
- a. Figueroa Terrace Neighborhood The major emphasis in this area is the conservation and rehabilitation of the existing housing stock. New development in vacant hillside areas should be compatible with the existing and assured street circulation system, steepness of topography, and availability of public services.
- b. Alpine Hill Neighborhood Further development of this compact residential area should be paralleled with provision of a neighborhood park, community facilities and housing for the elderly.
- c. Chinatown Neighborhood Emphasis in this specialized regional shopping area will be on strengthening its linkages with the nearby residential community and the tourist-oriented areas of Central City and extensive expansion to the east.
- d. North Industrial Area Industrial activities and railroad yards are proposed to remain the major land use in this area.
- e. Government Support Area Additional development of government facilities in this area is proposed. Facilities include the City's Piper Technical Center, the County Jail, County Sheriff's Headquarters, the Department of Water and Power and the Post Office. This area also includes the Union Station area which is proposed to be redeveloped to accommodate tourist-oriented commercial and cultural facilities, and a transportation center combining a wide variety of rail and bus services. A broad pedestrian plaza is proposed to connect the Old Plaza with the Union Station area.
- f. Little Tokyo East Area Land uses proposed for this area which is an expansion of Little Tokyo in the Central City area. include industrial activities and government facilities of an industrial or service character. Residential uses will also be considered under a Specific Plan Study.
- g. South Industrial Area Fabrication, warehousing and distribution are proposed to remain the predominant industrial activities in this area. Improved access to the area via the Industrial Transportation Corridor is proposed.

I AND USE

The Central City North Community Plan has been designed to accommodate the anticipated growth in population and employment of the community to the year 1995. Land uses and their intensities should be generally as designated on the Plan Map, and shall be controlled through the establishment of zone classifications and height districts consistent therewith. Land should not be developed to such intensities that the traffic generated will exceed the capacity of the circulation system or be detrimental to the environment. In appropriate cases, controls other than zoning may be utilized, in particular, Specific Plans (pursuant to Section 97.1 of the City Charter) and redevelopment plans (pursuant to California State law).

Commerce:

- 1. The commercial uses indicated in this Plan are based on the Community's function as a specialized regional shopping area and tourist attraction as well as community needs.
- 2. Land should be made available for commercial use in accordance with this Plan through zoning and other appropriate City actions, as the need develops.
- 3. Acreages and capacities of commercial zoning should be kept in balance with the ability of the City and other public agencies to provide transportation and public service facilities capable of meeting the demand imposed by new development.

Housing:

- 1. The main concentration of housing in Central City North shall be located in the Figueroa Terrace and Alpine Hill neighborhoods.
- 2. The Plan provides a housing capacity for approximately 17,000 people, which is adequate to house the 1995 projected population of 11,500. In addition, the Plan provides an institutional capacity for 5,600 persons.
- 3. Approximately 16 acres are designated for Low-Medium II density housing, 40 acres for Medium density housing, and 71 acres for High-Medium density housing, allowing a maximum capacity of approximately 17,000 persons.
- 4. The 18-acre William Mead Public Housing Project, which houses approximately 1,600 people, should be phased out and the residents relocated in subsidized housing by the City Housing Authority.
- 5. This Plan encourages the development of new dwelling units through its implementation programs. In addition to those new dwelling units developed within areas designated for housing on the Plan Map, development of new and rehabilitated dwelling units within blocks and buildings designated for commercial use should be encouraged.
- 6. The Plan encourages the provision of facilities and amenities, such as recreation areas, playgrounds, child care centers, and park areas in conjunction with housing units, to attract the variety of families and individuals which will produce a vital, varied Central City North.

Industry:

- 1. The Plan proposes a total of 1,262 acres for industrial use. The South Industrial Area is designated for heavy industry, while the neighborhoods and areas north of Third Street and east of New High Street are designated mainly for heavy industry and public uses along with some commercial-manufacturing and light industry.
- 2. Lands designated for industrial uses are located on a Citywide basis without regard to the boundaries of individual communities, under the principle that such employment should be available within a reasonable commuting distance from residential areas
- 3. The major types of industrial facilities occupying the area, especially transportation operations, warehousing, distribution, and food processing, should be retained and expanded.
- 4. The industrial area should be upgraded by construction of new industrial facilities and rehabilitation or replacement of obsolete structures; its upgrading may require improvement of the street and rail pattern and land assembly to provide adequate sites for existing and new industries.
- 5. Public actions for physical upgrading of the industrial area should include code enforcement as well as improvements of streets and public facilities.
- 6. Consideration should be given to appropriate incentives necessary to retain existing and attract new industrial firms to the area.

CIRCULATION

Both concern for the environment and the rising cost and shortage of energy make it imperative that the Community make more efficient use of its transportation systems.

Freeways, Highways and Streets:

- 1. The Major and Secondary Highways indicated on the Plan Map comprise an integral part of the Highways and Freeways Element of the General Plan. The standards and criteria set forth in the Highways and Freeways Element of the General Plan are applicable.
- A number of modified street alignments that eliminate jogs or connect discontinuous streets are shown on the Plan Map. Further studies will be necessary to determine phasing and exact alignments.
- 3. In response to a need for improved north-south truck access to the Community's industrial areas, the Plan includes a transportation corridor connecting the Golden State Freeway north of the Community with the Santa Monica Freeway to the south. Further study of future transportation needs and possible alternative solutions are necessary. These studies should be conducted with participation from the local community, elected officials and City, County, Regional and State agencies.
- 4. More efficient use of the private automobile through increased occupancy (carpooling) should be encouraged.

Public Transportation:

- 1. Improvements to the public transportation system should be encouraged as a means of reducing the environmental impact of the present transportation system which is based chiefly on the private automobile. (Detailed planning, construction and operation of the public transportation system are the responsibility of the Southern California Rapid Transit District.)
- 2. People movers (auxiliary grade separated transit systems) are proposed by the City in the adjacent Central City Community Plan to connect its major nodes, to act as a circulation distribution system, and to serve peripheral parking facilities. These functions are presently performed by the mini-bus system. This Plan proposes that people mover lines from Central City be extended to nodes of intense development in Central City North, if found appropriate.
- 3. Union Station is an under-utilized facility that provides intercity rail service. The Plan proposes that these passenger railroad operations be housed in a reduced portion of the station or in a transportation center and that they be coordinated with other transportation systems.

Pedestrian Circulation:

- 1. Provision for pedestrian movement should be included in major developments in the Plan area.
- 2. The existing street level pedestrian facilities are intended to be a major component of the Community circulation system.
- 3. Major pedestrian areas should be connected by grade separated walkways across heavily used streets where possible.

Parking:

- 1. Parking facilities should be located on the periphery of pedestrian facilities where possible.
- 2. Parking structures constructed within the Chinatown Neighborhood and Government Support Area should, where possible, include other land uses in the facility, such as retail stores at the street level or recreation areas on roofs.
- Government parking facilities should, where practical, be operated during evening hours and weekends to minimize the need for additional new parking facilities.
- Parking facilities should be encouraged to provide reduced rates and preferential locations to higher occupancy private automobiles.

Bikeway System:

- Provision should be made for the movement of bicycles within Central City North as part of a Citywide bikeway system.
- Placement of bike racks should be encouraged at appropriate locations in Central City North for use by bicycle riding residents, employees and business patrons.

SERVICE SYSTEMS

The public facilities proposed by this Plan are to be developed in substantial conformance with standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards). Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities.

- 1. The Service Systems Element of the Central City North Plan is an integral part of the Citywide Service Systems Element of the General Plan, which consists of various technical elements for the City's public facility and utility systems.
- 2. Standards for service systems set forth in the Service Systems Element of the General Plan are, in general, applicable to Central City North. However, the special needs of this area may require variation of these standards in special cases.
- 3. The Plan proposes, with the consent of the Los Angeles Board of Education, use of existing school facilities for public recreation after school hours and on weekends.
- 4. Consideration should be given to the use of the public school facility serving the William Mead Housing Project for school administrative purposes when the housing project is phased out.
- Adequate service by public facilities and utilities is essential to the anticipated revitalization and growth of Central City North.
 New development must be kept fully in balance with such services, and should be prohibited in any area unless and until they are available.
- 6. The Cultural and Historical Monuments technical element of the General Plan designates landmark buildings, places or building sites in Central City North as worthy of preservation because of their historic or architectural significance. All have been declared Cultural and Historical Monuments by the City Cultural Heritage Board. The Plan Map indicates monument locations.
- 7. Other public facilities and utilities should be provided on a phased basis as shown on the Plan Map and as set forth in the Programs Section of this Plan. The symbols on the Map indicate that a facility should be located somewhere within that neighborhood or area, but do not designate actual locations. Further studies will be necessary to determine appropriate sites.

PROGRAMS

These programs indicate the general actions needed to implement the Central City North Plan. More detailed actions will be described in the implementation report and plans that will be prepared by the Planning Department and other City departments and public agencies.

The following implementation activities are essential to the achievement of the Central City North Plan:

1. Phasing of public improvements in Central City North and in other parts of the City must be fully coordinated in accordance

Central City North Community · Plan Map

THE CENTRAL CITY NORTH PLAN CONSISTS OF THIS MAP AND ACCOMPANYING TEXT

with the Circulation and Service Systems Elements of the General Plan, and is dependent on needs and constraints.

- 2. Cooperation between public and private sectors must be sought in order to balance private development with the availability of public services so as to assure functional efficiency and environmental design quality.
- 3. Public improvements of benefit to specific geographical and/or economic sectors of Central City North should have an appropriate share of their development costs borne by the benefitting users. To the extent possible, the costs of public facilities should be made self-liquidating by means of revenue bonds.
- 4. Where appropriate, local investors should be encouraged to pool their resources by means of local development corporations
- 5. The development of a program in cooperation with private enterprise for the consolidation of ownerships, vacation of streets, expansion of service systems, etc. The purpose is to recycle obsolete areas for industrial park use.

LAND USE ELEMENT IMPLEMENTATION

Implementation of this Central City North Plan requires the use of programs and actions involving both the Community as a whole and local neighborhoods.

- 1. Several general types of public actions are available for the implementation of the land uses proposed by the Plan, such as:
- conventional zoning controls of land uses, building bulk (height district), residential densities, and building setbacks;
- controls supplemental to zoning through the establishment by ordinance of Specific Plans as authorized under Section 97.1 of the City Charter; and
- establishment of community redevelopment projects in appropriate areas, the redevelopment plans to designate appropriate land use and intensity controls within the framework of the
- 2. In order to direct future development of private property toward implementation of this Plan, changes in zoning are necessary. The City can initiate redesignation of land to zones appropriate to the Plan; or property owners, under the procedures established by the City Charter and Municipal Code, may request such a

CIRCULATION ELEMENT IMPLEMENTATION

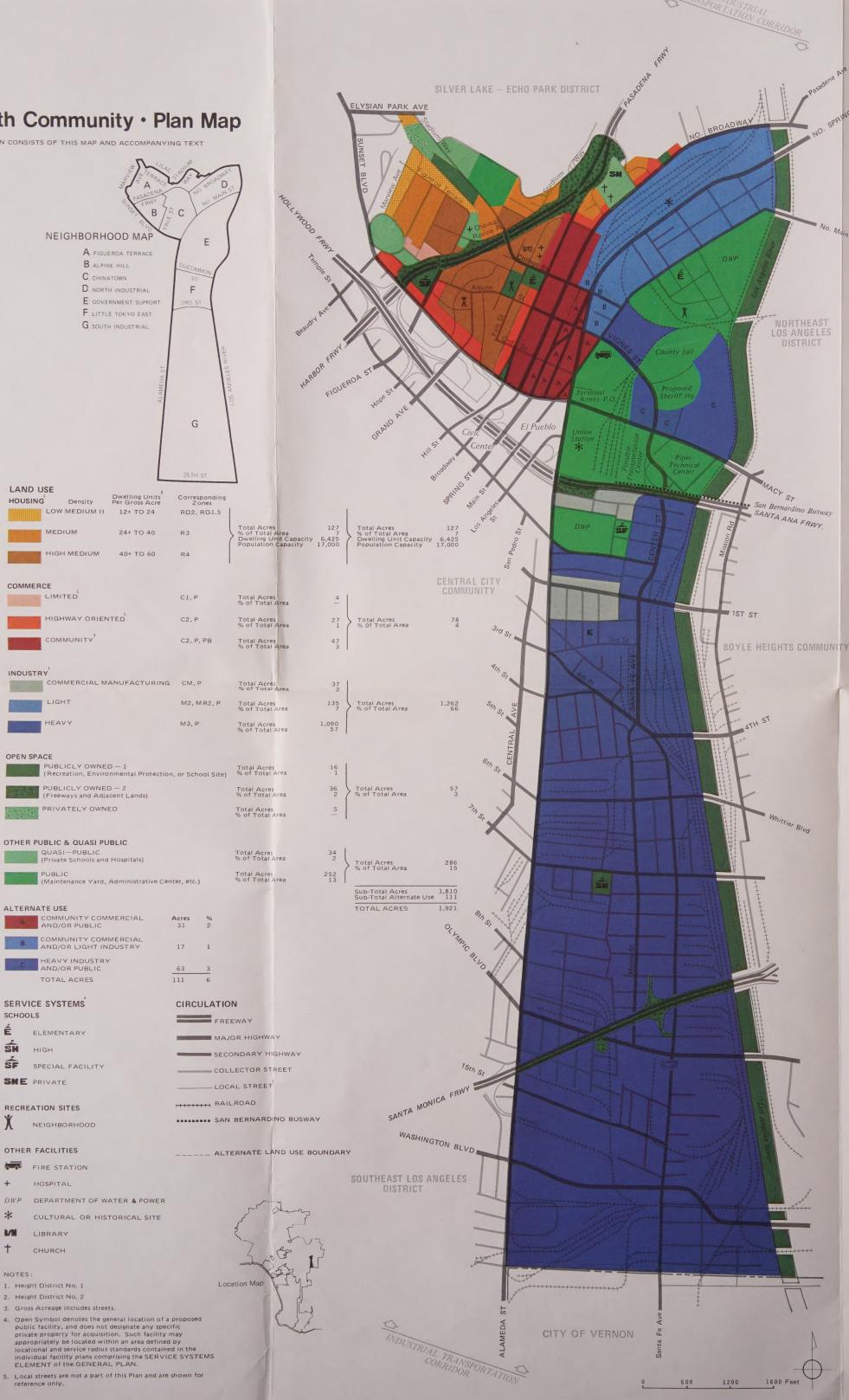
- 1. Planned highway widening and improvements are required in connection with private development under the "R3 Ordinance" The remainder should be financed through gas tax funds and other public sources, to the extent funds are available, or through the redevelopment process within any redevelopment projects.
- 2. Any improvement of the College Street-Stadium Way connection, including the proposed Stadium Way overpass over the Pasadena Freeway, as shown on the Highways and Freeways Plan, is contingent upon the actual or assured improvement (land acquired and money provided) of the new alignment of Stadium Way between Elysian Park Avenue and Academy Road as indicated in the Elysian Park Master Plan of Development. If and when the new alignment is complete, the present alignment of Stadium Way between Elysian Park Avenue and Academy Road should be barred to through traffic other than ingress and egress to Barlow Hospital.
- 3. Central City North transit facilities should be implemented as a part of a metropolitan-wide transit system. Although transit construction and operation are the responsibility of the Southern California Rapid Transit District, development of the system will require the full cooperation of Los Angeles City as well as Los Angeles County and various other cities in the region.
- 4. Studies of alternative transportation systems which detail circulation patterns within the Central City Community should include linkages between Central City nodes and those located in the Central City North Community.
- 5. Implementation methods for pedestrian facilities could include: Specific Plans requiring their provision as a condition of issuance of building permits, incorporation in redevelopment projects, and assessment district proceedings.
- 6. Bus routes should be monitored and modified by the Southern California Rapid Transit District as required to meet future service demands and plan implementation needs.

SERVICE SYSTEMS ELEMENT IMPLEMENTATION

- 1. The Plan Map indicates proposed new public facilities to be provided within Central City North.
- 2. Proposed public facilities should be provided only as they are needed. Implementation methods include financing through the capital improvements budget and through the community redevelopment process.

INITIAL PROGRAMS FOR PLANNING AREAS

These programs indicate, in general, those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.



- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Initiate an amendment to Section 12.21-A, 4(p) of the Municipal Code to exclude the Figueroa Terrace area from reduced parking requirements.
- Develop a neighborhood park as land and funds become available.
- Study the feasibility of providing a demand/response or fixed route mini-bus service to the community.

2. Alpine Hill

- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Improve the bus service as needed.
- Improve local circulation by means of street widening, on-street feasible. parking bans, and/or increased off-street parking requirements.
- Provide additional neighborhood parks and improve the existing recreational center.
- Encourage the State of California to widen the Pasadena Freeway in the vicinity of the College Street bridge and urge coop- Organizations for Citizen Involvement eration with the State in designing and constructing the Stadium A key factor in implementation of the Plan is the participation of Way-College Street bridge and approaches.
- Determine appropriate locations for senior citizens housing and an associated community center

- Establish controls over land use and intensity of development through zone changes, Specific Plans, and/or redevelopment
- portation linkages in conjunction with any study of the Central through one or more organized groups and/or as individuals. City district circulation pattern.
- Encourage the provision of off-street parking in multi-use, extended hours structures that can be converted to other uses as public transportation access improves.

- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Determine if railroad route changes and additional highway changes to facilitate redevelopment can be implemented

5. Government Support

- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Initiate study of alternatives within the Industrial Transport-
- Study the feasibility of conversion of the main portion of Union Station into a Latin-American cultural-commercial
- Determine if the land use patterns, railroad route changes, and g. Adjoining higher density housing, including senior citizen additional highway changes to facilitate redevelopment can be
- Continue to explore development of a permanent historicalcultural tourist attraction in the Chinatown/Union Station area, possibly spearheaded by utilization of the area for a

6. Little Tokyo East

- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Determine if the railroad route change and additional highway changes to facilitate redevelopment can be implemented.

7. South Industrial

- Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment
- Encourage continued development of the area for industrial activities.

PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the

- 1. Design: Requirement that all new and rebuilt public and private facilities observe improved site design standards.
- 2. Signs: Improvement of billboard and other commercial sign
- 3. Buffer Strip Zoning: Separation of incompatible uses (particu-

larly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, park, or other purposes.

- 4. Vertical Zoning: Provision for residential use of the upper floors of high-rise structures, or other appropriate combinations
- 5. Industrial Park: Special regulations and requirements for industrial developments, including requirements for landscaped set-

PRIVATE PROGRAMS

Community Improvements

Citizen groups are encouraged to undertake private actions for community improvements, such as:

- 1. Initiation by property owners and merchants of programs to encourage use of off-street parking facilities serving adjoining
- 2. Developing pedestrian malls where they are desirable and
- 3. Promoting street tree planting programs.
- 4. Sponsoring clean-up and beautification programs to improve the general environment.

major employers and land owners through established business organizations or specially created new organizations.

Equally important is the continued involvement of social welfare agencies, church groups and other organizations concerned with the amelioration of social and human problems, especially with respect to the needs of young people and senior citizens

It is also essential that businesses, property owners, and residents who may not be represented by any organization actively support • Determine the appropriate routes and type of service for trans- and participate in the effort to implement the Plan, acting either

SPECIFIC PLANS

Specific Plan studies should be undertaken in the following areas, when authorized by the City Council. The Studies are interrelated in that proposals in one area affect each of the other areas; therefore, these studies should be prepared in an integrated manner and considered simultaneously.

- 1. Chinatown, in the area generally bounded by Sunset Boulevard, Yale Street, Alpine Street, Cleveland Street, College Street, the Pasadena Freeway, Bernard Street extended and Main Street. Consideration should be given to the following:
- a. Railroad relocation
- b. Improved street pattern
- c. Commercial expansion
- d. Parking distribution
- e. Pedestrian circulation
- f. Community facilities: expanded recreation areas, multipurpose service center, cultural center and library.
- 2. Union Station, a portion of the Government Support area in the area generally bounded by Alameda Street, Vignes Street, Macy Street, the Los Angles River and Ducommon Street. Consideration should be given to the following:
- a. A proposed transportation center and its approaches (vehicular and pedestrian) and relationship to the Piper Technical Center and the potential commercial development south of the Santa
- b. Relationship of the possible tourist-oriented commercial and cultural facilities on the west side to the Pueblo de Los
- 3. Little Tokyo East, in the area generally bounded by Third Street, Alameda Street, Ducommon Street and the Los Angeles River Channel. Consideration should be given to the following:
- a. Relocation of the Alameda Street rail line and the various alternatives relating thereto, including the possible location
- within the South Industrial area. b. Retention and protection of Maryknoll School
- c. Encouragement of new land uses along First Street and Second

Street oriented to Little Tokyo.

FUTURE STUDIES

The industrial portion of the Community should be examined as part of an overall Central Area Inner City Industrial Study with the objective of determining the best means of retaining present industrial firms and attracting new ones, taking into account the various public and private actions that might be necessary.





Tom Bradley, mayo

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